

BA-863
GLEN ARM STATION, MA AND PA RAILROAD
Glen Arm
Private

c. 1895

This station played a part in the development of what is now known as the Maryland and Pennsylvania Railroad--formed in 1901 from the merger of the Balt. and Lehigh Ry. and the York Southern R.R.--which linked parts of Md. and Penn., for such commercial purposes as hauling freight and also to carry passengers.

As originally constructed, it's representative of late Victorian styled frame structure station, with it's good features characterised in it's use of shingles and brackets supporting a broadly over-hanging roof. It is one of four stations originally still standing in the Long Green Valley area. The other two, Long Green Station and Hydes Station still stand, Baldwin Station perished in 1958 when the Md. district of the Ma. and Pa. was abandoned.

This station was built c. 1895 on land given by Augustus A. Piper to the Md. and Lehigh R.R. (later Ma. and Pa.) so that a station would be built there to service the Glen Arm area. This station played an important role in transporting commuters to Baltimore and other areas from Glen Arm, and also in transporting freight to and from the Glen Arm area. The F.X. Hooper Co.--once located across the street--a large manufacturer of large machines, shipped them all over the country from this station. Other products shipped through the station included, milk, house-hold goods, repair parts for farm machines, mail and parcel post.

The Glen Arm Station has historical significance in being the station where on Feb. 25, 1921, Charles Adler Jr., Superintendent of Signals for Ma. and Pa., installed what is thought to be the first American train-actuated crossing signal. This consists of a double stop sign which turns at right angles to the highway 20 seconds before a train arrives.

The building was converted into a short order restaurant and carry-out c. 1969.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC Glen Arm Station

AND/OR COMMON

Ma and Pa Whistle Stop

2 LOCATION

STREET & NUMBER 5205 Glen Arm Road

CITY, TOWN Glen Arm

CONGRESSIONAL DISTRICT

VICINITY OF

STATE Maryland

COUNTY Baltimore

3 CLASSIFICATION

CATEGORY

☐ DISTRICT☒ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

OWNERSHIP

☐ PUBLIC☒ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☒ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS

ACCESSIBLE

☒ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☐ MUSEUM☐ COMMERCIAL☐ PARK☐ EDUCATIONAL☐ PRIVATE RESIDENCE☐ ENTERTAINMENT☐ RELIGIOUS☐ GOVERNMENT☐ SCIENTIFIC☐ INDUSTRIAL☐ TRANSPORTATION☐ MILITARY☒ OTHER: carry-out**4 OWNER OF PROPERTY**

NAME Vernon and Dolores Newhauser

Telephone #: 592-7638

STREET & NUMBER

Sweet Air Rd.

CITY, TOWN

Glen Arm

VICINITY OF

STATE, zip code

Maryland, 21057

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE
REGISTRY OF DEEDS, ETC.

Balt. Co. Courts Building

Liber #: E.H.K. 5661

Folio #: 894

STREET & NUMBER

401 Bosely Ave.

CITY, TOWN

Towson,

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Glen Arm Station is located on the south side of Glen Arm Rd. and serves the community of Glen Arm, part of Long Green Valley, a rich 19th century farming valley in Baltimore County, Maryland.

The building is a late 19th century, one story tall, frame structure sitting on a concrete foundation. All four walls are sheathed in wood shingles painted white. The gabled roof, covered with black shingles, contains a central brick chimney. The station architecture is also notable for it's deep over-hanging eaves, with scalloped edges, supported by brackets. The walls of the building are also marked by beams of wood, painted black, which marks the location of the building's water table.

The west facade is three bays wide with a nine over nine shuttered window located at the north west end. An entrance way, which now features a modern steel door, is found south of the window, and over this door is a three pane transom. Near the south west end of this facade is a double door entrance way which feature a modern batten "x" pattern doors with inset pane glass pannels. Above this entrance way is a rectangular area--out lined in black painted boards-- and covered with (white) wooden shingles. The original use of this area is not known

The south facade, also sheathed in white wooden shingles, is blank and features only a small circular vent near the peak of the gable. The black water table continues around this facade of the structure.

The east facade is composed of four bays. An addition, added after the late 1930's, is located on the south east corner and features a small, narrow, horizontally shaped window that is now covered by two small boards. The second bay from the south east corner originally contained a twenty pane window that is vertically barred for security, (the top left three, and bottom right two panes of glass are each replaced by a single pane). The rectangular area beneath this window is outlined with black painted boards and features a batten "x" pattern and is also painted black. The third bay consists of a pair of large windows, closely set, and now covered with ply wood. According to a photograph of the building taken during the 1930's, these paired double hung windows each contained six over nine lights. This center extension from the

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

This station played a part in the development of what is now known as the Maryland and Pennsylvania Railroad--formed in 1901 from the merger of the Balt. and Lehigh Ry. and the York Southern R.R.--which linked Parts of Md. and Penn. for such commercial purposes as hauling freight and ~~x~~ also to carry passengers.

1

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This station was built approximately 1895 on land given to the Baltimore and Lehigh R.R. (later Ma. and Pa.) by Augustus A. Piper in 1895 so that a station would be built there to service the Glen Arm Area. This station played an important role in transporting commuters to Baltimore and other areas from Glrn Arm, and also in transporting freight to and from the Glen Arm Area. The F.X. Hooper Co.--located across the street--a large manufacturer of large machines, shippe them all over the country from Glen Arm. Other products shipped through the station included milk, house-hold goods, repair parts for farm machines , mail and parcel post.

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The building was converted into a short order restaurant and carry-out in c.1969.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Baltimore Co. Land Records, Towson, Md.

Baltimore Co. Tax Assesments, Towson, Md.

The Ma and Pa; a History of The Maryland and Pennsylvania Railroad
by G.W. Hilton, (California; Howell-North Books, 1963)

Sunday Sun (Baltimore); Feb 15, 1981

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 0.47

UTM: 18-371-080-4368-185

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE Rita MacNeish

ORGANIZATION Goucher College

DATE May 17, 1981

STREET & NUMBER 3816 Collier Rd.

TELEPHONE 655-2052

CITY OR TOWN Randallstown

STATE Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181-KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

mainblock of the building is original. It also features a small narrow vertical window on it's south facade, the bottom sash containing six lights is now covered with plywood. This central extension was enlarged by a later(post 1930) addition placed at the north east end. The fourth bay consists of a modern door placed on this addition. This addition is also sheathed in wood shingles, but not as yet painted, and left the natural wood color.

The north facade features: a two bay exterior with nine over nine shuttered windows. There is also a small circular vent near the peak of the gable.

CHAIN OF TITLE

BA-863
5205 Glen Arm Road

E.H.K. Jr., 5661/894 7/30/1976 Deed	From Ruxton Contracting Co. to Vernon and Dolores Neuhauser.
O.T.G. 5065/613 12/1/1969 Deed	From Willy Kurt Sr. and Dorothy J. Simon to Ruxton Contracting Co.
R.J.S. 1471/21 5/16/46 Deed	From Charles B. Piper (et. al.) to Willy Kurt Simon Sr. and wife.
W.J.R. 3709/448 6/1/1960 Deed	From Maryland and Pennsylvania Railroad Co. to Albert D. Cockey, Executor of Charles B. Piper
L.M.B. 212/37 5/16/1895 Deed	From Augustus A. Piper and Maurie E. Piper to the Baltimore and Lehigh Railroad Co.
L.M.B. 208/306 1/28/1895 Deed	From Goodwin Wilson to Augustus A. and Maurie E. Piper

Wilson Church -- Ellicott
church does not face Manor Rd.
originally grey, not white. All shutter hardware new. Doorway left
of chancel not new (was door for coffins to cem.)
basement dug to install furnace after day of wood stoves
chain of title is for rental house, not church

[Glen Arm Station -- MacNeish
automatic signal was not at station, but at Watchbox Hill blind
crossing $\frac{1}{2}$ mile north
plan OK

Glen Arm School -- MacNeish
OK. Inside plan of schoolhouse wd. have been interesting.

Some of these errors are common ones and quoted by owners. Understand-
able for student to take on faith. Also understandable why titles often
confused by those who don't know names and lands of area.

Am sure I cd. not have done better, or in some cases as well. Vollen
& Haile are both sticklers. Anyway, thanks again. Best,

Gulie

B/A 863

Glen Arm 1 July 81

Dear Mark,

Wollon writes "I found the Goucher reports quite interesting and I note a wide difference in quality." I list a few of his and Haile's comments, which you may attach to the reports or not, as you see fit.

God's Grace -- Cooke
by far the best -- excellent plan
title search shd. go further back

Remembrance -- Cooke
→ land grant 1773, NOT 1723. Shows in copy of deed attached.
chain of title erroneous. Haile and Hyde owned Dimmit's Delight.
Only Jenkins and George (m. Ellen Jenkins) owned the property
through Wm. Armour Jenkins who tore down the homestead in 1905
and built Remembrance.

Dawson House -- Aiello
chain of title meaningless
milestone is ordinary turnpike milestone
poor plan ... erroneous interpretation ... basic construction
not correctly identified -- orig. details not identified

Hartley House (Welsh) -- Aiello
title meaningless
mill not attached to house
mislocated on map
not brick

Dovecote Farm -- Rowse
not located on Land of Promise, located on Gunpowder (or His
Lordship's) Manor. It is just on the line. Land once owned by
Wilson family who also owned or built Yoder Farm. Log part
may have been Wilson house.

Ambrose House -- Rowse
badly mislocated on map
plan good
shd. mention former blacksmith shop on prop.

Brinton Woods -- Rowse
small wing, hardly mentioned, has chance of being orig. portion
plan might have explained unusual length

Shanklin's Store -- Rowse
title shd. go back further than 1909
date of constr. not proven

Denisch House -- Ellicott
pretty fair job of hard house to do
no record of Mennonites as early as 1830
formerly Wilson land. On Land of Promise

MARYLAND HISTORICAL TRUST
21 STATE CIRCLE
SHAW HOUSE
ANNAPOLIS, MARYLAND 21401

HISTORIC SITES SURVEY FIELD SHEET
Individual Structure Survey Form

SURVEY NUMBER: BA 863

NEGATIVE FILE NUMBER:

UTM REFERENCES:

Zone/Easting/Northing

18-371-080-4368-185

U.S.G.S. QUAD. MAP: White Marsh Quad

PRESENT FORMAL NAME: Ma + Pa whistle Stop

ORIGINAL FORMAL NAME:

Glen Arm Station

PRESENT USE: Restaurant - Camp out

ORIGINAL USE: Railroad Station

ARCHITECT/ENGINEER:

BUILDER/CONTRACTOR:

PHYSICAL CONDITION OF STRUCTURE:

Excellent ()

Good (X)

Fair ()

Poor: ()

THEME:

STYLE:

DATE BUILT:

c. 1909

COUNTY: Baltimore

TOWN: Glass Burn

LOCATION:

COMMON NAME:

Ma + Pa whistle Stop

FUNCTIONAL TYPE:

OWNER: Vernon + Dolores Newhouse

ADDRESS:

ACCESSIBILITY TO PUBLIC:

Yes (X)

No ()

Restricted ()

LEVEL OF SIGNIFICANCE:

Local (X)

State (X)

National ()

GENERAL DESCRIPTION:

Structural System

1. Foundation: Stone () Brick () Concrete (X) Concrete Block ()

2. Wall Structure

A. Wood Frame: Post and Beam () Balloon (X)

B. Wood Bearing Masonry: Brick () Stone () Concrete () Concrete Block ()

C. Iron () D. Steel () E. Other:

3. Wall Covering: Clapboard () Board and Batten () Wood Shingle (X) Shiplap ()

Novelty () Stucco () Sheet Metal () Aluminum () Asphalt Shingle ()

Brick Veneer () Stone Veneer ()

Bonding Pattern:

Other:

4. Roof Structure

A. Truss: Wood (X) Iron () Steel () Concrete ()

B. Other:

5. Roof Covering: Slate () Wood Shingle () Asphalt Shingle (X) Sheet Metal ()

Built Up () Rolled () Tile () Other:

6. Engineering Structure:

7. Other:

Appendages: Porches () Towers () Cupolas () Dormers () Chimneys (X) Sheds () Ells ()

Wings () Other:

Roof Style: Gable (X) Hip () Shed () Flat () Mansard () Gambrel () Jerkinhead ()

Saw Tooth () With Monitor () With Bellcast () With Parapet () With False Front ()

Other:

Number of Stories: 1

Number of Bays: 2 North side

Approximate Dimensions: 21 1/2 x 43 1/5

Entrance Location: West

THREAT TO STRUCTURE:

No Threat (X) Zoning () Roads ()

Development () Deterioration ()

Alteration () Other:

LOCAL ATTITUDES:

Positive (X) Negative ()

Mixed () Other:

ADDITIONAL ARCHITECTURAL OR STRUCTURAL DESCRIPTION:

early 20th Cent., one story tall, frame structure, sitting on concrete foundation, sheathed (all 4 walls) in white wooden shingles. Gable roof of black shingles, contains 1 central brick chimney. Deep overhanging eaves w/ scalloped edges, supported by brackets. The walls also marked by black beams of wood that denote the width of the building.

RELATED STRUCTURES: (Describe)

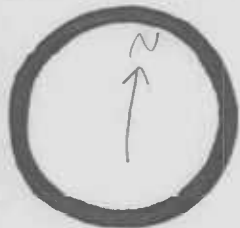
X

STATEMENT OF SIGNIFICANCE:

one of four stations serving the Long Green Valley still in existence, of the Ma/Pa railroad

REFERENCES: Real Stories from Balt. Co. history; Michel Davidson
ma + Pa - G.W. Hulton

MAP: (Indicate North In Circle)



Glen Arm Station

Glen Arm Rd.

Long Green Pike

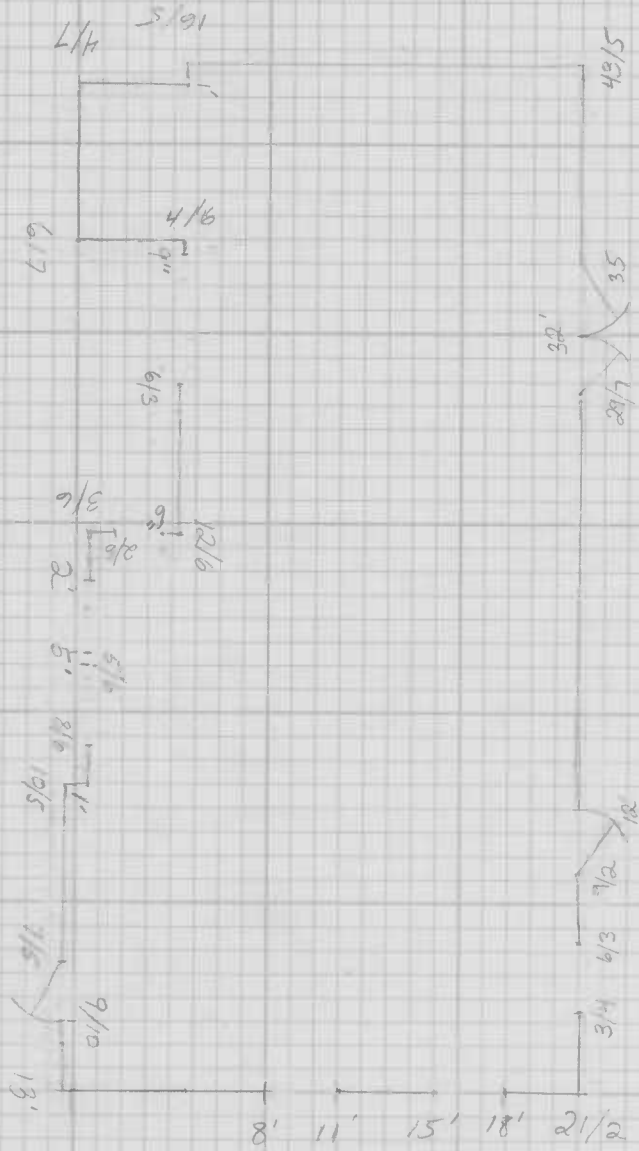
SURROUNDING ENVIRONMENT:

Open Lane() Woodland() Scattered Buildings(X)
Moderately Built Up(X) Densely Built Up()
Residential(X) Commercial(X)
Agricultural() Industrial(X)
Roadside Strip Development()
Other:

Rita Mac Fleish
RECORDED BY:

ORGANIZATION:
5-11-81

DATE RECORDED:



22

BA-863 Glen Arm Station Glen Arm Rita MacNeish 1/8" = 1'

ing practices but continued to operate only by time table and train order.

If there was any fortunate aspect to the wreck, it was the lack of serious passenger injuries. Several passengers were badly shaken up, but the road kept its perfect record—which, indeed, it maintained to its last day of passenger service—of never having killed a passenger. In fact, this was the first head-on collision of any kind the road had suffered since it had been converted to standard gauge. Claims of all sorts and repairs to equipment cost the Ma & Pa over \$47,000.

For a road which had no signals beyond a particularly simple type of order board, it was odd that the Ma & Pa had a Superintendent of Signals—and a distinguished one at that. His duties involved not oiling order boards and refilling their kerosene lamps, but rather installing and maintaining crossing protection devices. He was Charles Adler, Jr., a former Ma & Pa station agent with a considerable talent for electrical work. On February 25, 1921, he installed at the Glenarm road crossing what is widely regarded as the first American train-actuated crossing signal. It was a double stop sign which turned at right angles to the highway 20 seconds before the arrival of a train. Adler worked out the system by using the Ma & Pa's inspection car, a Hupmobile with flanged wheels, to actuate his circuits.

Adler, it might be added, went on to make a very conspicuous invention, the system of flashing lights used by aircraft in flight. He had by this time long since left the Ma & Pa, but he was publicly honored for his aircraft lighting system during World War II.

Apart from the Woodbrook collision, the Ma & Pa's principal disaster of the 1920's was a fire at the Baltimore terminal. On January 3, 1922, the fire, the origins of which were never discovered, broke out at the Baltimore freight station. The fire leveled the station to its foundation and destroyed eight freight cars and a baggage car on nearby tracks. Worse yet, the fire destroyed many of the railroad's records, creating some short-run difficulties in administration and most of the long-run gaps in the road's historical record. A new freight station was built on the foundations of the old, and in 1923 the road opened its new general offices at an expense of \$36,742.

Ma & Pa : A History ¹⁰⁶ of Md. & Penn R.R.
 by G.W. Milton
 (Conf.: Howell-North Books, 1963)

BA-863



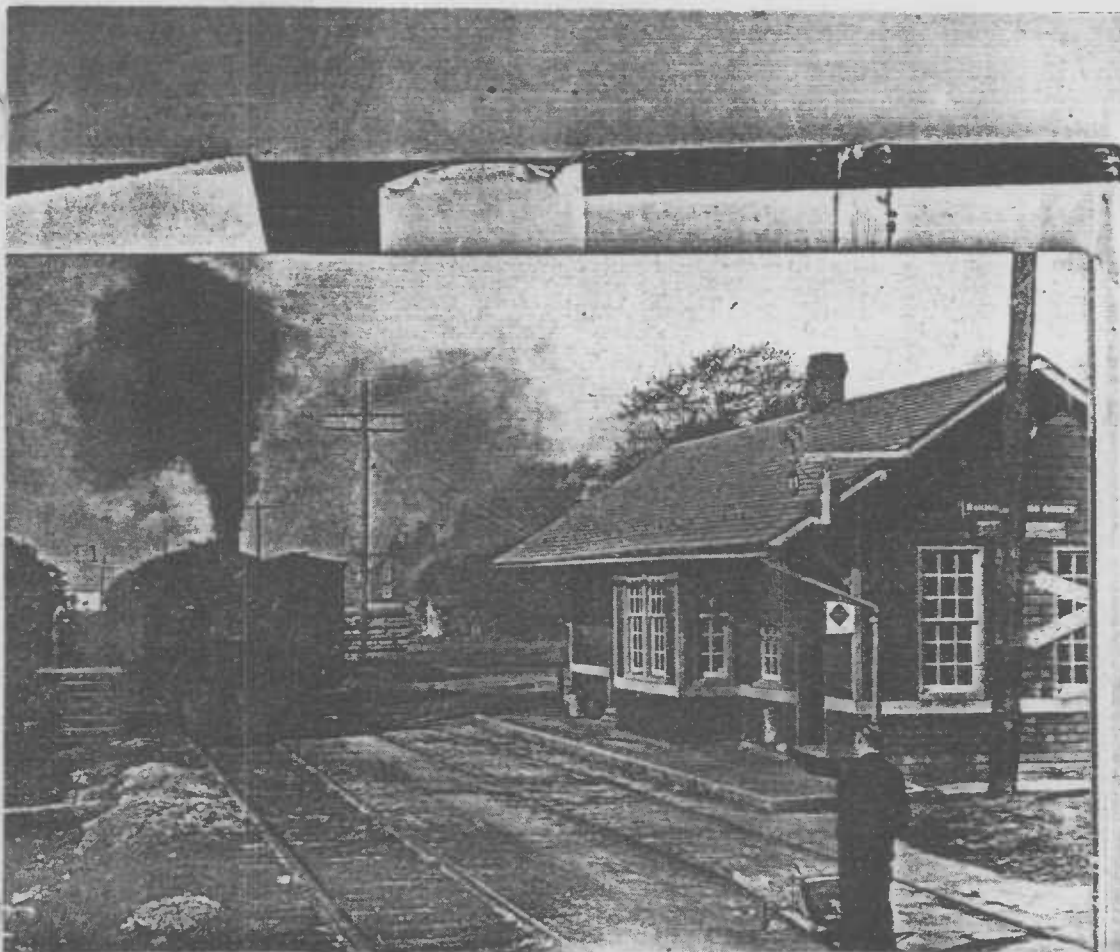
BA-863

Glen Arm Station

18-371-080-4368-185

Glen Arm School

18-371-999-4367-460



Sun Says -
c. 1930's
late

Sunday Sun May
Feb 15, 1981

The agent at Glenarm holds orders for the crew of No. 6, telling them to meet No. 62, the southbound passenger train, at Rocks instead of Hornberger's Siding. The meet is at left.



Sunpapers
Sunday Sunpaper
Feb. 15, 1981

c. late 1930's

Sun Says

The agent at Glenarm holds orders for the crew of No. 6, telling them to meet No. 62, the southbound passenger train, at Rocks instead of Hornberger's Siding. The meet is at left.



BA863

Glen Arm Station
North/West facade

Rita MacNeish

4-30-81



BA 863

Glen Arm Station
North /west Facade
Rita MacNeish

4-30-81



BA 863

Glen Arm Station

North / EAST Facade

Rita MacNeigh

4r 30-81



BA 863

Glen Arm Station

South / West Facade

Rita Macneish

4-30-81



BA 863

Glen Arm Station

South / East Facade

Rita MacNeish

4-30-81



BA 863

Glen Arm Station

Detail of EAVES, west
Rita McNeish

4-30-81